

AIR TRANSPORT SERVICES

Exchange of notes at Brussels February 1, 1946

Entered into force February 1, 1946

Superseded by agreement of April 5, 1946¹

60 Stat. 1605; Treaties and Other
International Acts Series 1515

*The Acting Minister of Foreign Affairs to the American
Chargé d'Affaires ad interim*

[TRANSLATION]

MINISTRY OF FOREIGN AFFAIRS
AND OF FOREIGN COMMERCE

Nos 604/50742

BRUSSELS, February 1, 1946

MR. CHARGÉ D'AFFAIRES:

I have the honor to acknowledge receipt of Note no. 371, of October 25, 1945, by which you were good enough to propose putting into effect on a provisional basis the draft agreement for establishment of civil aviation lines, which is at present the subject of negotiations between our two Governments.

The Belgian Government likewise is desirous of not hindering the establishment of air transport services which are actually considered possible and desirable pending conclusion of these negotiations and without prejudicing the results thereof.

In consequence, it would agree to put this draft, which moreover conforms in its nine articles to Resolution VIII adopted by the Chicago Conference, into force provisionally, in order to facilitate the prompt establishment of the following civil air services:

A. Airline operators of the United States of America authorized under this agreement are accorded rights of transit and non-traffic stop in the territory of Belgium, as well as the right to pick up and discharge international traffic in passengers, cargo and mail at Brussels, on the following route:

¹ TIAS 1515, *post*, p. 620.

The United States over the North Atlantic to London, Brussels, and thence to India via intermediate points in Central Europe and the Near East; in both directions.

B. Airline operators of Belgium authorized under this agreement are accorded rights of transit and non-traffic stop in the territory of the United States of America, as well as the right to pick up and discharge international traffic in passengers, cargo and mail at New York, on the following route:

Belgium via intermediate points over the North Atlantic to New York; in both directions.

While it is recognized that operating conditions may necessitate the changing of equipment at intermediary stops, it is understood that this right cannot be availed of for the purpose of changing the long range character of the services described.

The airline operators designated by each Government to operate the services described above may be required to qualify before the competent aeronautical authorities of the other government under the regulations and requirements normally applied by these authorities, before being permitted to engage in the operations contemplated by this agreement.

Pending the conclusion of a formal bilateral air transport agreement, this interim arrangement will be valid for an initial period of three months beginning February 1, 1946, renewable automatically thereafter but subject to denunciation on one month's notice by either Government at any time after the expiration of the initial period.

Please accept, Mr. Chargé d'Affaires, the assurance of my most distinguished consideration.

HERMAN VOS

Mr. JEFFERSON PATTERSON,
Chargé d'Affaires a.i. of the
United States of America
Brussels

The American Chargé d'Affaires ad interim to the Acting
Minister of Foreign Affairs

EMBASSY OF THE
UNITED STATES OF AMERICA

BRUSSELS, February 1, 1946

No. 542

EXCELLENCY:

I have the honor to acknowledge receipt of Your Excellency's note of February 1, 1946, reading as follows:

[For English translation of Belgian note, see above.]

I take pleasure in informing Your Excellency that my Government agrees to the foregoing.

Please accept, Excellency, the renewed assurances of my highest consideration.

JEFFERSON PATTERSON
Chargé d'Affaires ad interim

His Excellency
Monsieur HERMAN VOS
Acting Minister of Foreign Affairs
Brussels